

 <div style="text-align: center;"> STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES </div> <div style="text-align: center; font-size: 1.5em; font-weight: bold;">Policy and Procedure</div>		POLICY AND PROCEDURE NUMBER <div style="text-align: center; font-weight: bold;">07.06.010</div>	PAGE <div style="text-align: center;">1 of 2</div>
		EFFECTIVE DATE <div style="text-align: center;">January 28, 1992</div>	
SUBJECT <div style="text-align: center; font-weight: bold;">Expanded Airport Service</div>		SUPERSEDES	DATED
TITLE <div style="text-align: center; font-weight: bold;">Maintenance and Operations</div>	CHAPTER <div style="text-align: center; font-weight: bold;">State Operated Rural Airports</div>	APPROVED BY	

PURPOSE

To establish department policy regarding the institution of expanded hours of service or other activities that materially impact the operating costs at rural airports.

POLICY

It is the policy of the department to maximize service to the aviation industry and the general public within the funding available. To do this, the state will meet certification requirements during a set period of time each day at those airports that are currently certificated under FAR Part 139. Air carriers may provide scheduled air service with aircraft loads requiring certification during our published operating hours.

Air carriers requests to provide service outside normal operating hours or other requests to the state to change operating conditions that cannot be accommodated within existing funding levels, will only be met under the following conditions:

1. If the scheduled hours of airport operation can be rearranged to accommodate the current aircraft schedules as well as the newly requested schedule; or
2. There are sufficient funds available within the unit's budget, or made available by transfer, to provide the additional service; or
3. There are lower priority services that should be deleted or curtailed to provide funding for the expanded service. The determination of the lower priority services must be based on the impact to the public, not the airlines; or
4. The air carrier requesting the service from the state agrees to pay the additional costs for the expanded service. If the requested change is determined by the state to be a high priority, a supplemental will be requested. Additionally, the department will consider requesting funding for the additional services for the next budget year. If funding is not approved under either circumstance, the department will evaluate the overall funding available as well as the other services and determine the level of service the department will provide. The department will not consider any changes

in the level of service it provides if the air carrier is delinquent or in arrears on any outstanding bills with the State of Alaska.

The air carrier will provide a written request which identifies the change in schedule, service, and the type of aircraft that will be used for the service. The Maintenance and Operations Directors, or area managers that receive requests for expanded services that will increase costs should document the request, their evaluation of the funding and service options available, and the response proposed to the requesting air carrier in a memo to their Regional Director with a copy to the Deputy Commissioner and the Manager of Statewide Aviation.

AUTHORITY

Commissioner's Policy Directive, AS 44.17.030(3), AS 44.42.020(6-7)

IMPLEMENTATION RESPONSIBILITY

Director, Statewide Planning, Manager of Statewide Aviation, Maintenance and Operations Directors, and State Operated Rural Airport Managers